

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, J.C., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.  
the King.  
Those in favour of  
health and strength  
please signify in the  
usual way by taking  
**BOVRIL**

No. 15,949. 號九十四百九千五萬一第 日七十月四年元統宣 HONGKONG, FRIDAY, JUNE 4TH, 1909. 五拜禮 號四月六年九零百九千一英港香. PRICE, \$3 PER MONT.

## NEW PIANOS ON HIRE

AT  
\$10 PER MONTH.

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

## S. MOUTRIE & CO., LIMITED.

[a40-2]

## KOWLOON HOTEL

THE ONLY FIRST CLASS  
ESTABLISHMENT ACROSS  
THE WATER.

SURROUNDED BY DELIGHTFUL GARDENS.  
Excellent Cuisine.

O. E. OWEN,  
Proprietor.

[a592]

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April 1908. [a1647]

## THE GRAND HOTEL.

DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.  
COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALLE  
M. MAILLE Proprietors.

## PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [a549]

## LANE, CRAWFORD & CO.

(TELEPHONE 97).

### A LARGE SELECTION OF WATERPROOF COATS (RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH

KHAKI AND BLACK  
REGULATION ARMY AND NAVY  
COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS  
(NO RUBBER)

\$33.00 \$38.00 \$48.00 EACH.

## LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909. [a33]

## FOR BATHING PARTIES.



TELEPHONE No. 75.

BLACKBERRY BRANDY,  
CHERRY BRANDY,  
CHERRY WHISKY,  
ORANGE GIN,  
PEPPERMINT,  
SLOE GIN.

## CALDBECK, MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.  
15, Queen's Road Central.

Hongkong, 4th June, 1909. [a35]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★★	\$22.50
"★★★★	20.00
"★★★	17.00
WHISKY, PALL MALL	20.00
"JOHN WALKER & SONS'	
OLD HIGHLAND	12.50
"C. P. & CO.'S SPECIAL	
BLEND	10.50
PORT WINE, INVALIDS	20.00
"DOURO	13.50
SHERRY, LA TORRE	16.00
"AMOROSO	20.00
BENEDICTINE, D.O.M.	QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

## SIEMSEN & CO.

HONGKONG AGENTS.

[a51]

## BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE No. 696.

THE LATEST COLONIAL NOVELS \$1.75 EACH  
OR 3 FOR \$5.00.

Within four Walls, by J. Blouddelle Burton.  
Katherine the Arrogant, by B. M. Crocker.  
The Sword of the Lord, by Joseph Hocking.  
More Dunkum, by Frank Richardson.  
The Royal End, by Henry Harland.  
A False Position, by Mrs. Baillie Reynolds.  
The New June, by Henry Newbolt.  
Maurice Guest, by Henry Handel  
Richardson.  
Dromina, by John Ayscough.  
The Love that Kills, by Coralie Stanton and  
Heath Hoskin.  
My Lady of Shadows, by John Ozanham.  
The Show Girl, by Max Pemberton.  
[a32]

## GOLF CLUBS.

GOLF BAGS AND GOLF  
BALLS.

AYRES TENNIS BALLS, 1909.

SLAZENGERS TENNIS  
BALLS, 1909.

## "CLAN MACKENZIE" SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.  
AS SUPPLIED TO THE HOUSE OF COMMONS.

## LANE, CRAWFORD & CO.

SOLE AGENTS.

[a34]

## SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

### SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in  
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct  
Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2,377 tons each)  
as follows:—

ROSE-BONE.			Thursday	Saturday or Sunday
Leave—Shanghai (Steamer)			Saturday	Monday or Tuesday
Arrive—Dairen " "			Sunday	Tuesday
Lv. —Mukden " "	11	a.m.		Friday
Lv. — " " " "	8.50	a.m.		
Lv. — " " " "	2.15	p.m.		
Ar. —Changchun " "	5	a.m.	Monday	Wednesday
Lv. — " " " "	6.55	a.m.		Saturday
Ar. —Harbin (Russian Train)*	3	p.m.		

Connecting at Harbin with { State Express for Moscow, Wagon-Lite for Moscow, State Express for St. Petersburg. }

### SOUTH-BOUND.

Leave—Harbin (Russian Train)*	Tuesday	Thursday	Saturday
Arrive—Changchun	6 p.m.	"	"
Lv. —Mukden	7 p.m.	"	"
Lv. —Dairen	2.10 a.m.	Wednesday	Friday
Lv. —Shanghai (Steamer)	12.30 p.m.	"	"
Ar. —Harbin	afternoon	Friday	Sunday

\* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENTS—The Company's Railway and Steamer Tickets are  
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.  
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato")  
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the  
Company's management.

### FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANCHURI." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

## LONG, HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN:—

PHOTO GOODS of every description,  
KODAKS, KODAK FILMS  
& KODAK ACCESSORIES.  
DEVELOPING & PRINTING  
A SPECIALITY. [a809]

### FOR SALE

FOR SALE.

### ELECTRIC PLANT

Consisting of:—  
TWO 125 Kilowatt STEAM ALTER-  
NATOR SETS, Outp. 1, 60 Amperes  
at 2100 Volts. The Sets comprise Vertical  
Compound Medium speed Engines, 205 revolu-  
tions per minute, by Messrs. ROBEY & Co.,  
direct coupled to Alternators by Messrs.  
JOHNSON and PHILLIPS, complete with  
Exciters, &c.

ALSO  
ONE HORIZONTAL COMPOUND JET  
CONDENSING STEAM ENGINE, 100  
Horse power by Messrs. BROWN and LINDLEY.  
For further particulars apply  
HONGKONG ELECTRIC CO., LD.,  
St. George's Buildings.  
Hongkong, 23rd April, 1909. [a49]

## THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME  
MILK

STRAIGHT AS IT COMES FROM THE COW.

The Company's Farms, Utensils and Methods  
are Models of Cleanliness and, in these parti-  
culars, are probably unsurpassed in the World.  
[a63]

### INSURANCE

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907  
\$18,114,624.

Authorized Capital	23,000,000
Subscribed Capital	2,750,000
Paid-up Capital	687,500 0 0
II. Fire Funds	3,065,374 15 7

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st July, 1908. [1019]

### AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS IN 2 SECONDS.  
SIEMSEN & Co.  
Hongkong, 6th March, 1907. [a7]

### NEW CARTRIDGES.

By popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 55SG. at \$6.37 and  
\$7.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [a623]

## HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
String Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.

Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, and NO EXTRAS.  
A. F. DAVIES, Manager.  
[a42]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a651]

### "KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.

Telephone No. 134. "SACHSOLA."  
Telegraphic Address: A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE.  
[a45]

### "BRASSIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to— Mrs. F. W. WATTS,  
"Brasside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

## ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort  
to Residents and Tourists.  
Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
M. MATTHEW,  
Proprietress.  
Hongkong, 5th October, 1908. [a43]

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to  
and from Hongkong, and two steamers to  
and from Canton, give easy communication with  
both these centres.  
Cable Address: "BOA VISTA."  
For Terms, apply to  
[a196] THE MANAGER.

## VICTORIA HOTEL

SHAMEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address: "VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

## MACAO HOTEL.

MACAO.  
MANAGER—MR. B. N. BAUMEPAIRE.  
Telegraphic address: "FARMER, MACAO."

SITUATED IN THE CENTER OF PRATA GRANDE  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAISE PROVIDED.  
Every information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor.  
[a1623]

## KIALAT HOTEL.

SWATOW.

If you go to Swatow don't forget to stay  
at the KIALAT HOTEL. Nice  
Comfortable Rooms, excellent cuisine.  
Sited five minutes run by rickshaw from  
German Consulate.  
Mrs E. WILL  
Proprietress.  
Swatow, 1st April, 1909. [a562]



## INTIMATION

A. S. WATSON &amp; CO.

LIMITED

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT WHISKIES DISTILLED IN SCOTLAND

GENUINE AGE

AND FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's  
BULL DOG BRAND  
GUINNESS' STOUT  
IN PINTS AND SPLITS.A. S. WATSON & CO.  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.  
Telegraphic Address: PRESS.  
Cables: A.B.C. 5th Ed. Lieber.  
P. O. Box, 54. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 4TH, 1909.

MANILA has not forgiven ADMIRAL SPERRY for denying shore liberty to the men of the Battleship Fleet, during the greater part of their stay in Manila waters last year because the cholera epidemic, which had broken out in the City some months before, had not been entirely vanquished by the time the Fleet arrived. One of our Manila contemporaries, received by yesterday's mail, contains a six column article on the subject, headed "Ananias and the Cruise of the Big Fleet," being an article written by Mr. FRANK L. STROUD, Chairman of the Reception Committee, for publication in Collier's Weekly, but which the Editor of that journal returned to his author, and the Cablenews-American explains the refusal of the article by saying Collier's "need not be expected to do the square thing for Americans in the Philippines, notwithstanding that we have here a more sanitary city than even 'Little Old New York'." After reading through this article which our Manila contemporary has printed as "Some Unpublished History of the Fight for Manila's Maligned Name," we could suggest several other adequate grounds for refusing its publication in a paper of the standing enjoyed by Collier's Weekly, but we are not so much interested in this question as we are in the unbridled license taken by the author in maligning the other ports in the East, by way of defending the fair name of Manila. Both Yokohama and Amoy are described as "death holes." Amoy is particularly designated "one of the dirtiest pest-holes on earth" where "cholera has reigned unchecked from time immemorial." Of Yokohama

it is suggested that at the time of the Fleet's visit "fever in deadly form" prevailed. Again we are told that "Ever since American occupation of the Philippines, Hongkong, Shanghai and other coast cities of China have vilified Manila, envious of her progress. Plague stricken though they be and always have been, they have magnified our lesser epidemics and given us no credit for preventative measures, our successes being a reflection on their lethargy." In what way Manila has been "vilified" by the coast cities of China, the author does not deem it worth while to state. But we are favoured with the explanation that "the strictures of the coast cities of China have a well-defined mercenary object in keeping tourists from visiting us and remaining longer with them."

Singularly enough the writer omits to add that the British steamship companies actually run lines of steamers from Hongkong to bring away from Manila, any tourist who happens to stray to the much-maligned city! It is perhaps due to the writer of this diatribe to say that when he writes of Manila being "vilified" in the coast cities of China he is but repeating what many have alleged before in Manila. What foundation the allegation has, we have never been able to learn, and the writer does not take the trouble to enlighten his readers; but there is an implied suggestion that tourists are told that Manila is a neglected, dirty city and possesses no beauty worth going far to see. Moreover its climate has been reported as "unhealthy" while tourists who have favoured Manila with a visit have found it "delightful." On this it may be said that every member of the reading public in the coast cities of China must be tolerably familiar with the commendable efforts which have been made by the American administration in the Philippines to improve the sanitation and general attractiveness of the City of Manila, but while the newspapers of the China Coast have certainly hesitated to tell their readers that Manila is the sanatorium of the Far East, we have failed to notice the "vile slanders" to which the writer refers, nor have we observed any manifestations of a "joy unspeakable" with which the coast cities of China are alleged to have been filled because the Press of the United States has echoed these "vile slanders." These things exist only in the morbid imagination of the writer of the diatribe. Even in Manila we trust there are not many readers so credulous as to accept these inventions as sober statements of fact. What we appreciate best about the article, and what we think the public generally will best enjoy, is not the second imagination which this writer of fiction evidently possesses, but the subtly humorous and peculiarly apposite headlines which the Editor has given to it viz.—"Ananias and the Cruise of the Big Fleet."

The German Mail of the 5th May was delivered in London on the 2nd inst.

Two additional deaths from plague were reported yesterday, bringing the total for the year up to 88. They were both Chinese.

The Rev. F. B. Meyer, who is making a tour of the East on a religious mission, is due in Hongkong on the 10th inst and will be here for ten days.

The strike and boycott movement against the Manila Electric Railway and Light Co. was revived by a proclamation issued by the Union Obrera on May 28th.

Chinese thieves have now turned their attention to street lamps. It was reported to the police yesterday that the brass fittings of a street lamp at the junction of Macdonnell and Bowen Roads had been stolen.

Mr. J. H. Gardiner, solicitor, has severed his connection with the firm of Messrs. Brutton and Hott, and has started the practice of his profession on his own account at 50, Queen's Road Central, the office of the late Mr. O. D. Thomson.

Yesterday saw another long procession of undesirable vendors their way up the hill to the compound of the Central Police Station. There were 23 from Singapore but the bulk came from the Dutch East Indies, the number from there being 101.

The Times Vienna correspondent says that in Hungarian political circles the visit of Prince Nicholas, coming so soon after that of Prince Kuni to Vienna, arouses considerable interest and gives rise to various rumours of a politico-military character.

Mr. J. H. Brown, master of the s.s. Glenam, has informed the police that while the vessel was lying at Quarry Bay Dock on the 30th May, some person stole from the deck during the night four cartons of white paint mixed with oil, and five gallons of paint oil. The total value was put at \$60.

A correspondent, in complaining of the filthy condition of some of the nullahs, mentions that in the nullah behind the Kwong Choy Yuen flower garden at Wong-nai-choeng, there are three dead pigs. The statement certainly indicates a state of affairs which ought not to exist.

Miss Nicholson of Commercial Dock reports that she lost from the Chamber of Commerce office on Wednesday, a marquis gold ring set with a large diamond and twelve small ones. The value of the ring was given at \$250. It is thought that the ring was picked up from the wash-hand stand.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Li Siu Sak ..... \$10  
Lam Lok Sam ..... 10  
Shan Shek Pang ..... 10  
Leung A Mui ..... 7

Before Commander Basil B. H. Taylor, R.N., at the Marine Magistrate's Court yesterday the masters of two licensed trading junks were fined \$10 each for neglecting to exhibit masthead lights between sunset and sunrise. Another fine of \$25 was imposed on the master of a licensed passenger boat for carrying five persons in excess of the number allowed by his licence.

Mr. James F. Young, the advance agent of the Bandmann Opera Companies has arrived in Hongkong, where the "Merry Little Maids Company" will play for some nights before proceeding to Shanghai and Japan. As will be seen from our advertisement columns, the Company open their season next Thursday with "The Gay Gordons."

An Amoy telegram published in the Japanese papers says the Chinese Minister in Washington has wired to the Wai-wu-pu that Chinese revolutionists in the neighbourhood of Liang-kiang are engaged in purchasing arms and ammunition through Americans. Victory Chang is instructed by the Peking Foreign Office to watch the alleged movement of the revolutionists.

The forgery of a bank draft for \$600 on the International Bank has just been discovered. Mr. Anderson, the manager of the Hongkong branch, reports to the police that on the 8th February last a draft for \$600 on the bank in favour of the Wing Sing Cheong firm, 127 Des Voeux Road West, was presented and cashed and chopped by a man who signed his name as Li Ping. Since then the Bank was informed that the firm named had been advised that a cheque for \$600 had been sent to them, but had not been received. Inquiries showed that the cheque had been cashed and that the chop was a forgery, the man who received the money having no authority to do so.

A very heavy penalty was imposed at the Magistrate's yesterday on a Chinese for having been found in possession of a quantity of opium without a permit. The man, who was arrested at Hok On Kok, tried to escape by means of a ladder, but without success. He also attempted to throw away a tin of opium. In view of the fact that there were five previous convictions against him, the man was ordered by Mr. Kemp to pay a fine of \$750 or to go to prison for six months. Mr. Hoggarth, chief excise officer, elicited from the defendant that he obtained the raw opium from Sam Chun, a fact which suggests the wisdom of exporting raw opium from here to Sam Chun.

The Alhambra Cigar Factory, Manila, which has been up for sale twice during the past few weeks, was on the 29th ult., purchased by the well known firm of Keenle and Streiff. The factory, which has for years laboured along in the hands of the banks, says a Manila contemporary, is now on a sound business basis. Mr. Hoffmeister, who has for many years been connected with the Alhambra, has been retained as technical manager. A large amount of first quality leaf tobacco has recently been purchased and future crops contracted for, which will enable the present owners to maintain the high standard always found in the Alhambra factory products. It is understood that the price paid for the concern was to be P233,000.

A copy of the report of the Chinese Y.M.C.A. of Hongkong for the year ended December 31st last is to hand. The Board of Directors is now composed entirely of Chinese who, the report states, carry the responsibility with increased interest. The report covers the various branches of work—religious, educational, social and athletic. The educational work includes day and night schools, periodical lectures, an ambulance class, and a musical club. As to the financial position, the report says the loyalty of the members in subscribing to the support of the Association, in addition to their membership fees, is well shown in the Treasurer's report. Receipts from all sources totalled \$8,035.17, the financial statement showing a debit balance of \$396.58, but outstanding accounts, if duly paid, will reduce the debit to \$2.

A case of cruelty to a child has just come under the notice of the police. On the 1st inst. a woman residing at 37 Upper Lascar Row, reported that her servant girl aged 11 years was missing. A little later a telephone message was received from Mr. Shelton at the Peak that a girl had been found wandering near the house. Sergt. Bell brought the girl down to the Central Police Station where she said that she had run away from her mistress because of her cruel treatment. Her body was covered with bruises and after she had received medical attention the woman who made the report was sent for. On her arrival the girl recognised her as her mistress. Inspector Marison thereupon charged the woman with cruelly ill-treating the child and allowed her to go on putting up a bail of \$50. When the case was called at the Magistrate's, the woman did not appear, and it was discovered that she had absconded. The child was handed over to the Registrar-General.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]  
[DAILY PRESS' EXCLUSIVE SERVICE.]

## CHINA AND THE FAKUMEN RAILWAY.

Tokyo, June 3rd.

China has formally withdrawn from the proposal to submit the dispute with Japan, regarding the Fakumen railway question, to the Hague Tribunal.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE FAKUMEN RAILWAY QUESTION.

AN EXPLANATION BY JAPAN.

LONDON, June 2nd.

"The Times" has received from Tokyo an explanation of Japan's refusal to refer the Fakumen railway dispute to the Hague Arbitration Tribunal, which represents that the proposal prompted the conviction that a stage had been reached in the diplomatic negotiations at which arbitration could properly be invoked.

"The Times," in an article, says the explanation will correct misapprehensions but cannot be read with sincere pleasure by all friends of Japan and our Alliance. The right of Japan to veto railways competing with her line in South Manchuria cannot be disputed, whether they are projected by Chinese or British. Whether the Fakumen railway project would prove competitive is doubtful, but as the South Manchurian railway was acquired by our Allies at the cost of a protracted bloody war, they are not unnaturally disinclined to see its value diminished by competition.

## KAISER AND TSAR TO MEET.

LONDON, June 1st.

At the initiative of the Kaiser, His Majesty will meet the Tsar in the Finnish Archipelago on the 17th inst. M. Isvolsky, the Russian Foreign Minister, will accompany the Tsar. Great political importance is attached to this meeting in St. Petersburg, where such an event has been entirely unexpected.

LONDON, June 3rd.

Prince Buelow is to accompany the Kaiser on his visit to the Tsar.

## THE SOUTH AFRICAN CONSTITUTION.

The Transvaal and Orange assembled Councils have adopted the amended constitution without a division.

## RUSSIAN RAILWAY LOAN.

LONDON, June 3rd.

The Russian Government has decided to raise a loan of three and a half million sterling for railway purposes at 4½ per cent. It will be issued in London at £90.

## THE DERBY.

Telegrams in papers which reached us by German Mail from the South give additional particulars of the classic race. The betting on the day before the race was as follows:—

Minors	95 to 40
Sir Martin	7 to 2
Louviere and Valens	100 to 11
Bayardo	100 to 9
Phalaron and Electric Boy	100 to 7
William the Fourth	100 to 6
Diamond Stud, The Story	20 to 1
Strickland	100 to 3
Sandbath	40 to 1

The order at the finish was Minors, Louviere, William the Fourth, Valens, Bayardo, Electric Boy, Strickland, The Story, Sandbath, Phalaron, Diamond Stud, Prestor Jack, St. Ninian, and Brooklands. The time was 2 min 42 2/5 secs.

## LATEST STEAMER MOVEMENTS.

The C.N. Co's str. Yingchow left Shanghai on the 3rd inst., and is due here on the 5th inst. The Glen Line str. Glenesk left Singapore on the 3rd inst. morning, and is expected to arrive here on the 8th inst.  
The Silk ex M.M. str. Ernest Simons which left this port on the 27th April was delivered in Lyons on the 1st inst.

## SUPREME COURT.

Thursday, June 3rd.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

## CLAIM ON A SUB-CONTRACT.

Li Wo Shing, trading as the Wo Shing firm, sued Li Fook, trading as the Yee Sang firm, to recover \$233.49 balance due for work done and material supplied between 9th November, 1908, and 2nd April, 1909. Defendant had paid \$132 into Court, the amount he alleged to be due and owing in respect of the contract.

Mr. Bulmer Johnson (of Messrs. Denny and Bowler) appeared for the plaintiff, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) for the defendant.

His Lordship—I suppose it is a question of accounts, as this money has been paid into Court. Mr. Johnson—It is a question of whether the defendant has been paid for what he has done. My case is to prove that he has been paid for everything he claims to have done.

His Lordship—I understand there is an architect on each side.

Mr. Johnson—Yes. Proceeding to outline the facts, Mr. Johnson said the claim was for work done to the wall enclosing the Naval Yard, and running along Murray Road from the Victoria Recreation Club almost to Queen's Road. His client was the sub-contractor, and was employed by the defendant to put in granite work and coping stones. The contract was to do the wall from the south end, from the cricket field end down to the iron railing at the V.R.C. The arrangement was verbal, but subsequently his client received a memorandum with a small sketch on it, which showed the price to be paid. Afterwards the wall was extended, and the sub-contractor was requested to do the additional work. He undertook the task on the defendant agreeing to pay the additional price which he submitted.

His Lordship—Was there a written contract originally?  
Mr. Johnson—Only a memorandum signed by my client, which refers to the contract.

His Lordship—Shortly, what is the question at issue? Is it a question of whether the defendant agreed to pay an extra price for the extra work?

Mr. Johnson—I don't know. My friend refuses to pay, and we don't know what item he objects to.

Mr. Dixon—The defence is, that under the memorandum the plaintiff refers to the price is stipulated. That is what he has signed, and what we have paid into Court, and we have Mr. Barker's certificate.

His Lordship—The question is whether there is a separate and independent agreement dealing with extra work and extra rates.

Mr. Johnson—I am going to submit that the memorandum put in refers to the contract, and not to the additional work.

Mr. A. Denison, a member of the firm of Messrs. Denison, Ram and Gibbs, on being sworn dealt with a list of items contained in the particulars supplied, most of which were admitted. He did not think 15 cents per foot for work on plinth stone, and 45 cents per foot for work on coping stone was an unreasonable price for work done during Chinese New Year. A contractor would have to pay his men extra for working during that period.

After further evidence was heard, his Lordship reserved judgment.

## THE "DAILY MAIL" CUP.

The full results of the shooting on Empire Day for the Daily Mail Cup in the Far East were as follows:—

Kuala Lumpur	757
Singapore	757
Shanghai	727
Penang	719
Ipo	715
Hongkong	660

Kuala Lumpur and Singapore shot again at the 500 yards range, the former team winning with a score of 251 against Singapore's 249.

## CLOSING A RUSSIAN NAVAL DOCKYARD.

It is announced that the new Admiralty dockyard in St. Petersburg will be closed this month, and that its site will be converted into residential or business quarters. The cruiser Bayan and the battleship Andrei will be sent for completion to Cronstadt. More than 1,000 workmen will be thrown out of employment. It is proposed, however, to extend the Baltic works on the opposite side of the river, and an arrangement is still in contemplation for handing over these works to the management of a well-known British ship-building firm.

## THE SEA BORNE TRADE OF INDIA.

We recently dealt at some length with the statistics of the sea-borne trade of India for the eleven months ending with February, these figures showing a decrease of Rs. 6,12,39,000 in imports and a decline of Rs. 23,83,85,000 in exports. The statistics for the full year which have now been published show that the falling off in imports continued during March, the aggregate decrease for the twelve months amounting to Rs. 8,63,34,000. There was, however, a slight recovery in exports during the month, the total decrease for the year being Rs. 23,74,71,000. A examination of the figures for March brings out the fact that there were heavy reductions in the export of metals, railway plant and rolling-stock and silk manufactures, while cotton yarns and piece goods declined by no less than Rs. 1,56 crores. As regards exports, articles of food and drink fell by Rs. 67 lakhs and opium by Rs. 34 lakhs, but the shipments of raw cotton increased by over Rs. 56 lakhs and of cotton yarn by nearly Rs. 56 lakhs and of cotton piece goods by nearly Rs. 4 lakhs. There was a rise moreover of Rs. 18 lakhs in unprocessed skins, of Rs. 16 lakhs in seeds and of Rs. 20 lakhs in wool, but coffee declined by Rs. 19 lakhs, rice by Rs. 72 lakhs, raw jute by Rs. 16 lakhs, and jute manufacturers by Rs. 42 lakhs.—*Statesman*.

## COXSVAIN CHARGED WITH MANSLAUGHTER.

A death inquiry adjourned, and the principal witnesses placed in the dock on a charge of manslaughter, were the striking facts recorded at the Magistrate's yesterday. An inquiry was being conducted by Mr. J. H. Kemp into the circumstances attending the death of a Chinese boatman who was drowned in the harbour on the 23rd May as the result of a steam launch colliding with the sampan. The jury was composed of Messrs. C. A. Carr, S. Boulton and P. H. J. G. Jonckheer.

The story was that the deceased Chan Kun, his brother and sister were in a boat off Reclamation Street, Yau-mat, fishing, when a steam launch coming from Hongkong ran into them and capsized the boat. Chan Kun, who was at the bow rowing, was thrown into the water and was never seen again. The steam launch was continuing on its journey when the woman called out "save life," and it returned. A lifebuoy was thrown to the two in the water and they were taken on board and afterwards put ashore. The deceased, however, was never seen again. The evidence of Dr. Pearce was that the cause of death was drowning.

His Worship informed the jurors that in addition to the statements presented to him others had been laid before him, and he had been going through these during the inquiry. Had he seen them earlier, he would have brought a charge of manslaughter against the coxswain of the steam launch instead of holding an inquiry. What he proposed to do was to abandon the inquiry and charge the coxswain with manslaughter. He was sorry that he had brought the jurymen up, but he had not the information before him until now.

The inquiry was closed and the coxswain Ho Kau was charged with manslaughter. When asked to plead, he said that he did not know whether he caused the death of this man or not. Evidence was called and the case adjourned.

## CHINESE TEMPLE COLLAPSES.

A NUMBER OF WORSHIPERS INJURED.

A serious collapse occurred at the Tai Wong Temple, Queen's Road East, yesterday morning, when a number of visitors were entombed. The beams supporting the roof of the building are said to have been in a bad condition, while the mortar is alleged to have been defective. The police were hastily summoned, and when they arrived it was reported to them by the excited crowd of onlookers that some people were buried under the debris. Assisted by the firemen, who were also early on the scene of the disaster, they set to work to release the sufferers, and guided by their cries, soon extricated them. They proved to be two young women who had called at the temple at about ten o'clock to engage in devotional exercises. When released, they were found to have received various nasty cuts and bruises, and the condition of one of them is believed to be critical. Several others who were in the unstable building at the time of the collapse had narrow escapes, but none were seriously injured.

## "CHINA'S SOVEREIGN RIGHTS."

The Board of Agriculture, Works and Commerce has ascertained that it is not uncommon for foreign Consuls in China to arrogate their functions beyond the limits of the foreign settlements, and also foreign troops frequently go beyond the same limits. The Board therefore has arranged with the Wai Wai-pu to introduce a set of regulations so that the spirit of the foreign treaties may be carried out to the very letter.

## MYSTERY OF A NECKLACE

DISAPPEARANCE ON VALUABLE PEARLS.

With reference to the valuable pearl necklace whose mysterious disappearance was recorded in our yesterday's issue, says the *Siam Observer* of the 29th inst., there appears to be just that kind of mystery which the writer of detective stories usually revels in. It seems that the box containing the necklace was handed to the captain of the mail steamer at Southampton by Mr. Smith, one of the consigning firm and who is now in Bangkok. Upon arrival at Singapore, the parcel was placed in the custody of Messrs. Behn Meyer and Co., the agents of the Norddeutscher Lloyd, and was by them given into the hands of Capt. Habner, of the *Delhi*, just before she sailed. Upon arrival here the box which was supposed to contain the necklace and its case was handed by the Captain of the *Delhi* to an employee of Messrs. Winslow and Co., who gave the usual receipt for the office of the firm and locked in the strong room. It had only been there a very short time when it was called for by the consignee, who took it away and on arrival at home opened it at once only to make the discovery that the necklace was missing. The questions which would strike the average seeker after a solution of the mystery are:—(1) was the necklace in the case when it was handed to the hands of the London jewellers? (2) was it stolen in transit? or (3) was it made off with after the case had arrived in Bangkok? In solving one of these questions first and then discovering the present whereabouts of the missing article of jewellery the authorities would seem to have before them a task fit only for a Leecoq or a Sherlock Holmes. We learn that the necklace had been insured for £20,000, its full value, in Lloyd's Insurance, and that the local agents have been notified of its loss.

## EXTRAORDINARY INCIDENT IN NEWFOUNDLAND.

As Sir Robert Bond, the ex-Premier of Newfoundland, was landing at Western Bay to address a political meeting, he was knocked overboard by a crowd of his opponents. Sir Robert was rescued by his boat's crew, and returned to the steamer abandoning his attempt to land. He declares that he was kicked in the chest and knocked senseless. His opponents, however, say that they only pushed him overboard.



**THERE IS SKILL AND**

CONCILIATORY POLICY OF GOVERNMENT.

M. Klobnkowski, the Governor-General of Indo-China, has responded upon a remarkable political course which the *Strait Times* remarks have aroused serious misgivings among the colonists. Sedition and rank Nationalism were most pronounced last year in Tonkin and Annam, and manifested themselves in plotting and rebellion. The strong arm of the Government crushed the risings after much bloodshed, and many plotters suffered death or had heavy sentences passed upon them. After the Government had shown its strength, the Governor-General determined on a policy of conciliation and of letting bygones be bygones. Reforms were introduced and trials of insurgents and plotters were stopped. The idea seems to be to pass a sponge over the past, and to gain over the natives by just government. In short some kind of amnesty has been declared.

GRAVEN FEAR OF HUMANITARIANS.

This glossing over of unpleasant political events seems to be prompted by the Home Government which, although it wishes to avoid criticism at home, by showing how smooth things are going in this Colonies the strength of the desire for political quiet in Indo-China is best shown by the mismanagement of the brigand campaign in Tonkin. The Colonial authorities only launched a field force against the outlaws when the criminal bands had entered passed on to the border country in force, and pushed the outlaws hard for three weeks, engagement following engagement in quick succession. Then came a pause. The Home Government grew alarmed lest the opposition and the humanitarians in Parliament should make capital out of the situation and so a new expedition was allowed to be sent to Tonkin, to be in a disturbed condition. Word was sent to the Colonial authorities to conduct their operations that there should be few killed and wounded, especially among the French section of the field force. Too heavy a butcher's bill would give rise to unpleasant questions in the Parliament. A cynic in a Tonkin newspaper calls this warfare

**THE COLONIAL GOVERNMENT** listened and sent native levies at work against outlaws, since the end of February. These levies have no hearing in the business and let down the brigands quietly. Their orders are to surround the enemy, starve them out and compel them to surrender. The tactics have been resolute and successful. The brigands who have joined the brigands out of fear. But the veteran outlaws, who have to many crimes to answer for, keep the field. The outlaws see the move spread before them, keep continually on the move, and only fight when driven to bay. The home Government has no idea that the outlaws and De Gama's men are enemies whose mutual animosities can bind no truce. They are armed with up-to-date rifles and fight in regular order behind entrenchments, from which only artillery fire can drive them out. Humane methods are utterly thrown away upon them. The military commanders dare not shoot brigand sympathisers and burn their houses, from fear of hurting the humanitarian party among the natives. The brigands are a constant nuisance. As matters stand, while the natives dread and see the outlaws, while they laugh at the officials.

### FLAGS FOR MERCHANT SHIPS

The Imperial Merchant Service Guild has lately raised the point whether certain merchant vessels should fly the Union Jack with a blue border in addition to the Blue Ensign. To the latter flag is flown in virtue of an Admiralty warrant granted to merchant ships complying with certain requirements of the Royal Navy. It now seems that in a recent case an officer of the Royal Indian Marine objected to the use of the former flag by a merchant ship on the ground that it was the recognized flag of the Indian Marine. To remove any misapprehension the guild addressed themselves to the Lords Commissioners of the Admiralty, and the following definite reply has now been received from Sir Charles Ingle Thomas, P.

Sir,—I have laid before my Lords Commissioners of the Admiralty your letter of the 28th ult., in which you invite their attention to the practice of certain merchant ships, holding warrant to fly the Blue Ensign of his Majesty's Fleet, to fly in addition, usually on a small staff forward, a Union Jack having a red border.

In reply to your inquiry as to whether this is any objection to the practice referred to, I am commanded by their lordships to observe that, as shown on page 9 of the book "Flags of Nations," this particular flag is appropriate for the use of vessels of the Indian Marine, as I am to add that merchant ships flying the Blue Ensign have no warrant to fly the same.

I am, Sir, your obedient servant,

The Secretary, Imperial Merchant Ser  
Guild.

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CHURCH WORK IN CHINA.

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A DEEPLY-LAID SCHEME TO WEAN CONVE

FROM CHRISTIANITY.

The Rev. W. C. White, writing recently for Echohow to the organs of the Church Mission Society, on the movements amongst the educated classes in China, draws attention to the singular arrest of opportunity, through the action of the Chinese Government, which is not fail to be of interest to the general reader at this juncture. He says:—

"A year ago last October there began a

interesting movement amongst the *literati* of the gentry of Liang-kong city. Because of their sympathy with them in matters of reform, especially with regard to opium, they manifested the warmest feelings towards our local church. The anti-opium and anti-Liang-kong has been making rapid and substantial progress, but you will be sorry to learn these men have now returned to the old superstitions. The reason for this can be clearly traced to the influence of the man who was appointed to the office I left the district. You know, the Government of China has now given a Constitution to the people in nine years time, and, therefore, prepare them for the responsibility of voting and other duties connected with the new constitution. Our restrictions have issued

the local mandarin must teach the people to read, to write, to think, to organize local assemblies. The Liang-kong mandarin accordingly has recently issued a proclamation with rules, etc. for the election of delegates on a local Liang-kong assembly.

"One of the rules is that no opium smoker, law breaker, etc., etc., has the right to vote. The strange thing is that a 'belonging to the foreign' (which means Chinese) is also required to qualify a voter.

"The consequence is that the Chinese people, to are all so keenly interested in the movement, feel that they have nothing to do with the Church. The friendly relations of these men to the Church is the way in which they turned to for guidance and help in matters of reform, was marked that I feel sure it is a deeply laid plan to wean them from the Church and to put a barrier between them and us."



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 6th, E.L. 12th.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



SUPREME COURT.

THE SPECIAL JURORS summoned for TO-DAY (FRIDAY), the 4th instant, will not be required to attend until further notice.

By Order, ARATHOON SETH, Registrar.  
Hongkong, 3rd June, 1909. [816]

## TO LET.

GODOWN, No. 9, Duddell Street.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 4th June, 1909. [817]

## TO LET.

KING'S BUILDINGS.  
OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & CO., LTD.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 4th June, 1909. [818]

## TO LET.

UP-TO-DATE HOUSES in HUMPHREYS' AVENUE, Kowloon, with Gardens at entrance.  
Apply to—  
TAM TSZ KONG,  
42, Bonham Street West,  
or HUNG CHONG, 60, Elgin Road, Kowloon.  
Hongkong, 4th June 1909. [819]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"EMPIRE."  
Captain Palma, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 4th June, 1909. [820]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship  
"FOOKSANG,"  
having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo, impeding the discharge or remaining on board after 4 P.M. the 5th inst. will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected by the Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
Hongkong, 3rd June, 1909. [15]

NOTICE TO CONSIGNEES.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer  
"SIMLA."  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.  
Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 3rd June, 1909. [1]

**DON'T DELAY!**  
JUST UNPACKED:  
INDIAN LONGCLOTH,  
NAINSOOK,  
LINEN,  
MADAPOLAM,  
MUSLIN,  
PERSIAN LAWN.  
HOOSAIN-ALI & Co.,  
14, Queen's Road, Central,  
Hongkong.  
Hongkong, 1st June, 1909. [41]

## NEW ADVERTISEMENT

THEATRE ROYAL.  
FOR A SHORT SEASON ONLY.  
COMMENCING THURSDAY, JUNE 10TH.  
MAURICE E. BANDMANN  
PRESENTS.

## "THE MERRY LITTLE MAIDS" OPERA CO.

JUNE 10TH....."THE GAY GORDONS."  
11TH....."VERONIQUE."  
14TH....."THE MERRY WIDOW."  
15TH....."THE PRINCE OF PILSON."  
16TH....."A WALTZ DREAM."

FULL ORCHESTRA. 24 BALLET 24.

NOTE.—This is not a Lilliputian Company, but a Company of London Artists in which a number of Juvenile Artists and Dancers introduce their particular specialties.

PLAN OF SEATS AT MOUTRIE & Co.  
PRICES ..... \$3, \$2 & 1.  
Hongkong, 4th June, 1909. [821]

## INTIMATIONS

KONGMOON DISTRICT.

LOCAL NOTICE TO MARINERS.

CHANGE OF CHARACTER OF WANGMOON BEACON LIGHT.

NOTICE IS HEREBY GIVEN that the character of the WANGMOON BEACON LIGHT will be changed from WHITE to RED from the 15th June, 1909.  
P. ALLSHORN,  
Harbour Master.

IMPERIAL MARITIME CUSTOMS.

Approved:  
J. W. LOUREIRO,  
Assistant-In-Charge.  
Kongmoon, 1st June, 1909. [813]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished.  
Apply—  
Care of The Yokohama Specie Bank, Ltd.  
Hongkong, 28th May, 1909. [795]

MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgage for smaller amounts can be considered. Send Particulars of Securities offered to "X."  
Care of "Daily Press" Office.  
Hongkong, 20th May, 1909. [537]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that WILLIAM HOLLINS & CO., LTD., of 25-26, Newgate Street, London, England, Spinners and Manufacturers, have on the 25th day of April, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—

AZA

in the name of WILLIAM HOLLINS & CO., LTD., who claim to be the Proprietors thereof.  
The TRADE MARK has been used by the Applicants in respect of "ARTICLES OF CLOTHING," in Class 38.  
The TRADE MARK has been in use by the Applicants and their predecessors in business since the year 1907.

Dated this 4th day of May, 1909.  
WILLIAM HOLLINS & CO., LIMITED,  
by  
CLAUDE HOLLINS,  
Director.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. [48]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

A TACK &amp; CO.

FURNITURE &amp; PHOTO GOODS STORE.

26, DES VŒUX ROAD, CENTRAL.

DEALERS IN:

LADIES' &amp; GENTS' BOOTS &amp; SHOES,

UMBRELLAS, &amp;c., &amp;c.

Cameras fitted with

"ZEISS," "GOETZ," "ROSS," &amp; "ALDIS" Lenses.

DEVELOPING AND PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

## SINGON &amp; CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke. Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

## GRAU &amp; CO.

(Established 1896).  
No. 27, DES VŒUX ROAD.  
Dealers in  
POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition from \$1.75 to \$16 Each.

STEAM COOK STOVES.

Inspection Invited. [548]

DAVID CORSAIR &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG &amp; CO.

Sole Agents.

1674

## TO LET

TO LET.

NO. 6, OBSERVATORY VILLAS.

Kowloon, Five-Roomed House; Electric

Lights and Tennis Court.

"BRANEE BUNGALOW," Kowloon. A

Small Garden attached. Moderate Rental.

Apply to—ARRATHOON V. APCAR &amp; Co.,

14, Des Vœux Road, Central.

Hongkong, 3rd March, 1909. [399]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang,

the Beautiful Summer Resort and Sanatorium, near Fookchow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Fookchow, 22nd May, 1909. [794]

TO LET—FURNISHED.

FROM JUNE 15TH TO SEPTEMBER 30TH, 1909.

NO. 7, MACDONNELL ROAD.

Equipped with Electric Light and

Ceiling Fans.

Apply to—

HERBERT W. LOOKER,

1, Des Vœux Road Central.

Hongkong, 26th May, 1909. [782]

TO LET.

A SIX ROOMED HOUSE. No. 3,

Chancery Lane.

Apply by letter to—

V. R.,

Care of "Daily Press" Office.

Hongkong, 3rd June, 1909. [815]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top

Floor of No. 3, (Tang Lap Ting's

Godown East Point).

Immediate Possession. Rent exceptionally

moderate.

Apply to—

KAM POOK,

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behind the Stag Hotel or Keeper of

No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

LARGE OFFICE ROOM, on 2ND FLOOR

of Prince's Building.

Moderate Rent.

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"C,"

Care of "Daily Press" Office.

Hongkong, 5th May, 1909. [706]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD.

NINE ROOMS. Electric Fittings.

Suitable for Offices or Dwellings.

Apply—

TATA SONS &amp; Co.,

No. 6, Ice House Road.

Hongkong, 2nd June, 1909. [814]

TO LET.

ROOMS suitable for Offices in No. 10, Ice

House Street, in rear of David Sassoon

&amp; Co.'s premises.

Apply to—

DAVID SASSOON &amp; Co., LTD.

Hongkong, 1st May, 1909. [553]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP

in CHATER ROAD, Hongkong.

Apply—

T. B. L.,

Care of "Daily Press" Office.

Hongkong, 11th May, 1909. [723]

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FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS,

Nathan Road, Kowloon. Immediate Possession.

Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatt.

Area 85,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of

Coal, Timber, &amp;c.

Apply to—

HUMPHREYS ESTATE &amp; FINANCE

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Hongkong, 1st June, 1909. [547]

TO LET.

SHOP and DWELLING HOUSE, No. 78,

Queen's Road, Central.

Apply to—

S. J. DAVID &amp; Co.,

Prince's Buildings.

Hongkong, 25th March, 1909. [518]

TO LET.

TO BE LET, a Portion of MARINE LOT

No. 285 at NORTH POINT, suitable

for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 &amp; 36

on PRAYA EAST. Approximate AREA

43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK &amp; Co., Ltd.

Hongkong, 8th June, 1908. [796]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA

EAST.

Apply—

CHATER &amp; MODY,

Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

A HOUSE in Wong Nai Chong Road.

A HOUSE in RIPPON TERRACE.

OFFICES TO LET, No. 2, Connaught Road,

3rd Floor.

No. 3, CLIFTON GARDENS, Conduit

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No. 10, DES VŒUX ROAD CENTRAL,

at 2nd Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, No. 14B, Des Vœux Road

next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909. [97]

TO LET.

NO. 2, OLD BAILEY. Immediate

Possession.

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Hongkong, 6th May, 1909. [717]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL

(Shop). Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable

for Office and Godown).

No. 2A, D'AGUIAR STREET (suitable

for Office and Godown).

All of which were lately occupied by

Weissmann Ltd. For Particulars, etc.

Apply to—

YEE BANG FAT &amp; Co.,

34, Queen's Road Central

Hongkong, 19th March, 1909. [489]

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GODOWN, No. 5A, DUDDELL STREET.

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THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909. [98]

TO LET.

NOS 2 &amp; 3, BEACONSFIELD ARCADE,

facing the Parade Ground.

No. 1, ALBANY, from 1st July, 1909.

NEW FIVE ROOMED HOUSES in

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The EYRIE, No. 13, Peak. Unfurnished

from 1st June, 1909.

FERNSIDE No. 71, Peak Unfurnished

from 1st May, 1909.

C.M.S. PEAK BUNGALOW, furnished,

Meads, Kallet, from 1st April to end of

June, 1909.

BEACONSFIELD ARCADE, Fine Shops,

Offices and Dwelling Rooms.



## MUSICAL INSTRUMENTS IN CHINA.

REPORT BY AN AMERICAN CONSUL.

In compliance with instructions, Deputy Consul-General Clarence E. Gauss, of Shanghai, prepared the following report covering the trade in musical instruments in China—

The value of the musical instruments imported into China in 1907, as classified in the customs returns, were as follows:—Pianos, piano-players, organs, string goods, horns, etc., \$22,755; automatic instruments, \$3,854; Graphophones and accessories, \$18,800.

In regard to the first class (piano, etc.), the United Kingdom, Germany, and the United States have until lately controlled the trade, but Japan is now an energetic competitor. The demand for pianos in China is not from the Chinese, but from foreigners. It is estimated that there are about 40,000 foreigners in this country. The field is not, therefore, large. Most foreigners in China (except the missionaries) are here under contract for a short term of years only. In purchasing pianos they do not feel justified in paying the increased "foreign price" for the higher grade instruments, and then, after a few years of use, either shipping them home at the additional freight cost and the risk of damage or disposing of them for practically nothing at auction or to an occasional second-hand purchaser. As a consequence, the sales of pianos, fitted largely to moderate-priced instruments. There are in this market both foreign and Chinese pianos.

The German and British manufacturers supply the majority of the pianos imported. A few American pianos are also brought in, but the number is not large. The American manufacturers are unable to place properly constructed instruments on the Chinese market at prices which will allow of competition with the British and German makes. Most of the American pianos imported are of the higher grade. There are several pianos which are in market known as "Amey" pianos which are in fact "American" pianos. One instrument is constructed entirely in an American company's German factory; another is also constructed in Germany, but parts are supplied from the United States and Great Britain, and the instruments are sold by a firm in the United States.

Experience has shown that unless most carefully and substantially constructed foreign pianos will not render satisfactory service in this climate. This is especially true of the lower priced instruments. The excessive dampness which exists at many of the ports throughout most of the year badly affects pianos, and unless they are substantially built they are always demanding expensive repairs. The instruments may warp, the actions be affected. There are a hundred and one different faults which are found. The only general criticism of American pianos which are made by export builders in this country are, first, that they are built on massive lines and are too heavy to stand the great amount of moving about to which pianos in this country are subjected, and, second, the prices are too high to allow of competition with British and German makes.

While there is a market for a limited number of imported pianos in China, it is not a large one, and the British and German builders seem to hold the trade, together with the foreign-built American instruments imported. There are occasional small orders for high-grade American pianos, which will probably continue, but it is certain that so long as the retail price of British and German pianos in Shanghai are from 10 to 20 per cent lower than American prices there is no opportunity here for the American manufacturer.

## CHINA MADE PIANOS.

The high prices demanded for the foreign makes, even for the average and yacht styles, the difficulty in securing properly constructed instruments, as well as the refusal of some of the larger and more reliable manufacturers to build moderate priced pianos specially for this market, resulted some years ago in the establishment of two piano factories in China—one at Hongkong and one at Shanghai. The factory at Hongkong is not in active operation and is now used chiefly for repair work. The factory at Shanghai has been established for thirteen years, and is conducted by a British firm. Their British expert piano-builders, with a force of from fifty to sixty Chinese workmen and apprentices, constitute the force.

The China-made pianos are not constructed to compete with the high-grade foreign instruments in this market. The idea in establishing the factory at Shanghai was to place on the market a moderate-priced piano which would stand the climate and could be shipped about without great risk of damage. A great many experiments had been made with imported pianos of moderate prices, but it was found that satisfactory instruments could not always be had in the United States, and there are now several of their organs into this market in large numbers. Their instruments, while of good appearance as the American organs, are generally not so well set up and are made of less seasoned wood, but they only ask half the price of American organs for their instruments.

The difficulty in tuning an organ is not as great as in tuning a piano, so that the Japanese have found little trouble in this direction. The tuning is done by Japanese girls.

It is said that the foreign importers have practically given up bringing in American organs, either set up or in parts, it being found impossible to compete with the Japanese article. There seems no prospect of reviving the American trade, or even of continuing the small China-made organ trade in face of the Japanese importations. It is certain that the American manufacturer cannot cut his prices 50 per cent to allow of competition with the Japanese.

In connection with the imported pianos, piano-players, organs, string instruments, horns, etc., it is interesting to note how the trade has been distributed between the ports. The figures for 1907 are: Tientsin, about \$9,800; Shanghai, \$7,200; Hankow, \$1,800; Canton, \$2,000; Chefoo, \$850; Newchwang, \$700; Foochow, \$400; all other ports, \$530.

The importation of automatic musical instruments represents music boxes exclusively, according to reliable information. The trade has increased from \$3,450 in 1904, to \$19,272 in 1907. Of the total imports, more than one-half (\$10,669) came from Japan; the remainder from Belgium, Hongkong, Germany, the United Kingdom, and the United States.

Almost the entire Japanese import entered through the port of Dairen. It is probable that they find a Japanese market in Manchuria. There are on the Shanghai market several makes of music-boxes imported for the foreign trade. The American share in this trade is insignificant—\$750 in 1907.

When the American talking machine manufacturers began to turn their attention to markets in foreign countries, it appears that the China field was by no means overlooked, for of the total imports American manufacturers control 80 per cent.

The imports of graphophones and accessories into China during the years 1904, 1905, 1906, and 1907, were \$10,000; \$13,800; \$19,000 and \$18,000 respectively.

In competition with American machines there is a German machine, and also one introduced by a French company. The German machines have been in this market for some time; the French machines are late arrivals. These machines do not seem to be meeting with great success.

The talking machine is rapidly becoming a most popular instrument with the Chinese, and is purchased by far the greater percentage of the imports. It is said that the business done with the foreigners in China does not amount to more than perhaps \$400 a month. It is for the Chinese trade that the companies are in this market, and it would appear that this is a business which may eventually develop into much larger proportions. The percentage of the increase for 1907 over previous years is very encouraging.

The Chinese do not purchase the higher-priced instruments, but demand cheap machines. They are not as particular as the foreigners, and do not mind the scratching so long as the machine is loud enough. The scratch, in playing, is also to some extent, lost in the Chinese music. In Northern China one of the American companies supply what are known as straight-armed machines, while in Southern China the taper armed are supplied. The latter give less scratch in playing.

One of the American machine companies is catering carefully to the trade in China, even to its eccentricities. An energetic and experienced representative of this company came to the Orient in the summer of 1907. His machines had already been placed under the agency of the largest musical goods house in China, who did some excellent work in introducing them and building up an American trade.

With the assistance of this firm he is not about enlarging the field. There are now agencies in almost every treaty port. The head agency at Shanghai has eight or ten Chinese salesmen continually in the field, and every detail of the trade is being carefully watched. For instance, it was found that the black horn, which was suitable for the home trade, did not appeal to the Chinese eye. The company has now placed bright red and yellow horns on their machines, and they are very popular. This company has 2,500 Chinese records and the other American company about 1,000. There have been four expert record makers from talking machine companies in this field during the past year—two American, one French, and one German. The French and German companies have about 1,000 records. There is at present an expert in China who is engaged in making another 1,000 records for one of the American companies.

This record making is most expensive and is very carefully undertaken. The most famous Chinese hands and palaces singers are being engaged to make records. They are being brought from all parts of the Empire to the three record making centres—Peking, Shanghai, and Hongkong. Here the apparatus for making the master records is set up and the recording done under the direction of the expert. The master records, however, are never sent home for duplication until they have been approved by the Chinese. It has been found that certain classes of records must be made especially for the northern, the central, and the southern trade. A record popular in the north seldom finds a sale in the south, and vice versa.

The Chinese do not care for foreign records, except for laughing songs and selections, with the bang and snare drum. The talking machine trade is not one which will be quickly spelled into great proportions, but the active and energetic work which is being done by the American companies in this line is producing most satisfactory results and is certain to make an increased demand.

AIDS LIKE A BURGLAR!  
INDIGESTION  
ROBS YOU OF SUPPORT.

Indigestion is like a burglar in the body. It robs you of that which you need for your own support and comfort. What is more, the burglar is often practically an invited guest. We often allow indigestion to enter our systems through sheer carelessness.

We eat too much or we eat too little. We eat food that we like but which does not like us. We eat too quickly, generally, because we have to do so in these active, busy times. We commit many errors of diet, and Mr. Indigestion takes us off our guard one day. Then we know what real misery is. The food we eat does us little or no good. Sometimes we cannot even eat the food necessary to sustain and invigorate us. We grow depressed, irritable, nervous, melancholic, lethargic, world-weary. What is to be done?

We don't try to cure indigestion by starving yourself, as some may advise you to do. Don't become a food faddist, and limit yourself to any one special kind of food. Don't try the no-breakfast or any other meal-saving remedy. Keep your stomach tissues strong by eating good, nourishing food, and by taking Mother Seigel's Syrup to help you to digest it.

Indigestion—with all its accompanying disorders—constipation, biliousness, flatulency, heartburn, nausea, dizziness, liver complaint—arises from a weakened stomach. The stomach, being weak, is unable to perform its duties well, becomes charged with poisonous acids, fluids, and gases, and ferments. These forces themselves into recognition, at the weakest point, by symptoms of pain or discomfort. Mother Seigel's Syrup cures all digestive disorders, by removing the cause and strengthening the stomach itself.

A few doses of Syrup will tone up the weak stomach, cleanse the liver and kidneys, and make you cheery and well once more. The blood is purified, the muscles grow firm and strong, the nerves as true as steel, and the mind clear, alert, cheerful.

Mother Seigel's Syrup cleanses the whole system, and makes the human body secure against all nervous and functional disorders. By using it occasionally, you can eat a good meal without nervous anxiety about the morrow. You can enjoy life to the full, with the appetite and digestion of a healthy young plough-boy. That is the feeling which makes life worth living.

The indigestion that attacked me began with a slight pain at my chest. Matters grew gradually worse, until I was forced to give up my occupation, says Miss E. Dawson, of Hill End, Redborn, Herts, in a letter dated July 27th, 1908. "Before this happened I had tried various remedies without success. I was eventually persuaded to try Mother Seigel's Syrup. A course of this medicine immediately relieved me, and by persevering with it to the extent of three bottles I was completely cured, and was able to resume my professional occupation."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold as Mother Seigel's Syrup Tablets. Price 2/6 per bottle. [74-0]

## PRINCE OF WALES AND COLONIAL COTTON GROWING.

SPEECH BY LORD CREWE.

The annual dinner of the British Cotton Growing Association was held last night at Manchester. Sir Alfred I. Jones presided, and the Earl of Crom, Secretary of State for the Colonies, was the principal guest. After the loyal toasts had been honoured the health of the Queen of Holland and the Princess was drunk with enthusiasm. The following telegram was read: "The Prince of Wales, on the occasion of the annual meeting of the British Cotton Growing Association, earnestly trusts that the success which has hitherto attended the work of the Association may continue to increase to the benefit of our cotton colonies, and Lancashire." Mr. Joseph Chamberlain telegraphed: "My heartiest congratulations on your eminently successful operations. May you do even better in the future." Lord Crewe, responding to the toast of his health, said that to those whose course was in the political current it was a great pleasure to go to a non-political gathering. The fact that it was a non-political gathering was emphasised by the telegram from Mr. Chamberlain, whose absence from public life they all regretted. Would that it were possible today for Mr. Chamberlain to take an active part in the promotion of causes like Empire cotton growing! (Cheers.) The object of the British Cotton Growing Association had been twofold. The first was to increase the sources from which the raw material, in which Lancashire was so interested, might be supplied. In the whole world there was nothing like the Lancashire cotton industry. The industry was entirely dependent on a material which always came from abroad. He did not know that those who had for most of a century of the fiscal system had ever hoped that cotton could be grown in England. (Laughter.) In cotton manufacture Lancashire was paramount. Initiators she would have, but rivals, he hoped, she never would have. The necessity for the multiplication of the sources of the supply of cotton had been borne deep into the convictions of the whole of the people of England. Naturally they desired that those sources of supply, as many as possible, should be within the confines of the British Empire. (Cheers.) Some people had a dread of a self-supporting British Empire. He would not express an opinion upon the subject, but it would not exist until all who were there had ceased to be units in the population of that Empire. (Hear, hear.) But that did not prevent them desiring to develop in every possible way the commercial resources of the Empire, and in the carrying out of that object the British Cotton Growing Association had played a most noble part. With the British Cotton Growing Association the Colonial Office had many communications, and they had learned of the remarkable work which had been done in the West Indies in other parts of the world, and especially in Nigeria. Their operations included experiments with different kinds of cotton, judicious and exotic, experiments in hybridisation, selection of experimental plantations, experiments with fertilisers, experiments in rotation of crops, the raising of seed on experimental farms with a view to its distribution among the native growers, travelling with a view to ascertaining the best districts for cotton cultivation, pioneer work among the natives, advising them of the varieties of the plant, and other things. Speaking generally and in a wide sense, the Colonial Office believed that the time had come when through their Agricultural Department the different Governments ought to undertake that class of work. (Cheers.) Speaking with some reserve on certain points, they considered that the British Cotton Growing Association ought to be relieved in the main of the burden of that particular kind of work which, of course, had passed heavily upon their resources. The Government hoped for a continuation of the co-operation between themselves and the British Cotton Growing Association. There were still ways and means by which they could work together. The Government did not wish the Association to become purely a commercial corporation. There was common ground on which they could work together. The question was great nationally and imperially. The Association had done so much and hoped to do so much more if necessary, and it had been a great pleasure to him to recognise the results of their work. (Cheers.)

THE H.A.L. Steamship  
Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding the discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th May, 1909.

NOTICE TO CONSIGNEES.

THE STEAMSHIP  
"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Ammunition, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo.

Ex. SS. "Ossello" from Venice.

NONDEUTSCHE LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 3rd June, 1909.

THE DIRECTORY AND CHRONICLE

FOR 1909

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of a closely allied character have been in progress for some years past. Accordingly the laboratory has been asked to organize at Fiddington a special department for this purpose, and the committee—a permanent Treasury committee, adequately provided with funds—which is to superintend its operations and to be available for consultation by the Admiralty and the War Office on problems arising in connection with their aeronautical work has been appointed. Of this committee, to which other members may of course be added, Lord Rayleigh is president, and Dr. R. T. Glazebrook, the director of the laboratory, chairman. The other members are:—Major-General Sir Charles Hadden, representing the Army; Captain R. E. S. Bacon, representing the Navy; Sir Alfred Greenhill, F.R.S., a distinguished authority on hydrodynamics and formerly professor of mathematics in the Ordnance College, Woolwich; Dr. W. N. Shaw, F.R.S., the director of the Meteorological Office; Mr. Horace Darwin, F.R.S., of the Cambridge Scientific Instrument Company; Mr. H. R. A. Mallock, F.R.S., a consulting engineer and member of the Ordnance Committee; Mr. J. E. Pettavel, F.R.S., Professor of Engineering in the University of Manchester; and Mr. F. W. Lancaster, an engineer who has given much attention to aeronautical matters and the author of a well-known text-book on the subject.

So far as is known, neither France nor Germany possesses a State department of the character now constituted, specifically organised for continuous aeronautical research and experiment, and it may be hoped that in the future British progress in aeronautics may prove not unworthy of such a unique institution.

MUSICAL PRODIGY.  
THREE-YEAR-OLD GIRL'S WONDERFUL PIANO PERFORMANCE.

Upon a piano specially built to facilitate the manipulation of the keys by her tiny fingers, the little girl, the latest of the musical prodigies, last month gave a selection from her repertoire at Bluthner's Hall, Wigmore-street, London.

It is but seven months since the third celebration of her birthday, as she gravely informed a representative of *The Daily Chronicle*, so that she may say without offence that she has absolutely no knowledge of technique or artistic accompaniment. Nor does she take herself quite so seriously even as her brother, Peppie Arvola, who has trained under Professor Nikisch, and is a sturdy, dark-skinned young genius of older growth.

Indeed, the little lady confessed that her first and absorbing love, after her gentle mother, was her white Teddy Bear, almost as big as herself.

The tasks set her for the performance included the particularly difficult and prolonged "Concerto Caprice" of Espinosa. Yet "La Petite" as she is endearingly styled at times, went from that to other difficult pieces with few signs of fatigue. But when anything of doubt crossed her mind she stopped a bar or two, glanced at her mother, and, receiving a reassuring nod, went on again happily and wonderfully.

Her mother, who is taking an interest in the child's continued education, explained that it was the hope of those responsible for her future that in about a year she might be placed with people who would provide her with the best musical and general training. At present the little lady, who is a dainty brunette, talks Spanish, the language of her parents, and German, the tongue of her companions by adoption. Mme. Tetrazini has received the child pianist, and made much of her.

NOTICES TO CONSIGNEES  
FROM EUROPE.

THE H.A.L. Steamship  
Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding the discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th May, 1909.

NOTICE TO CONSIGNEES.

THE STEAMSHIP  
"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Ammunition, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo.

Ex. SS. "Ossello" from Venice.

NONDEUTSCHE LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 3rd June, 1909.

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FOR 1909

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**THE SEEKER AFTER HEALTH**  
It is always glad to hear of a medicine that has been frequently tried to complaints similar to those from which he may be suffering, and that has proved so quickly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should take

**SHOULD TAKE**  
these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—made naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of.

**BEECHAM'S PILLS.**  
Sold everywhere in boxes, price 9d., 1/11 & 2/6.

APENTA  
NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL, St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S  
OLD VAT

THIS WHISKY WAS AWARDED BY THE LATE ROBERT THORNE OF GLENROTH AND HAS BEEN SOLD SINCE 1850.

## SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA &amp; MANILLA. A. S. WATSON &amp; CO. LTD.

**RIGAUD'S KANANGA OF JAPAN TOILET WATER**

BeWARE of imitations.

RIGAUD & CO. PERFUMERS, 8, rue Vivienne, 8 Paris-France.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.	
Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	544 "
DOCK NO. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	68 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	62 "
DOCK NO. 2.	
Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand. THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805]

## SHIPPING IN PORT.

STEAMERS.

ASIA, British str., 5,432, H. Cankregor, 23rd May—San Francisco 24th April & Shanghai 20th May. Mails and General—P. M. S. S. Co.	
ATLANTIC, American str., 1,490, Erida, 26th May—Manila 23rd May, Sugar—Barretto & Co.	
BORNEO, German str., 1,344, Sembill, 31st May—Sandakan 25th May. Timber—Mellers & Co.	
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 29th May—Calcutta and Straits 13th May. General—D. Samsen & Co.	
CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May. General—Butterfield & Swire.	
CHINA, British str., 1,103, J. Warrack, 30th May—Hongkong & Swire 29th May. Coal—Butterfield & Swire.	
CHITREAN, Chinese str., 1,177, C. Stewart, 26th May—Shanghai 26th May. General—C. M. S. N. Co.	
CHOYANG, British str., 1,424, A. E. Sandbach, 30th May—Shanghai & Swatow 25th May. General—Jardine, Matheson & Co.	
DANG MARU, Japanese str., 846, H. Malayana, 1st June—Swatow 1st June. General—Kasahara Shoen Kaisha.	
FAUJON, British str., 1,410, S. Malkin, 30th May—Siam 25th May. Rice, Meat and General—W. O. Fat Sien.	
FRITHJOF, Norwegian str., 891, Andersen, 29th May—Newchwang 21st May. Beans—Aagaard Thomsen & Co.	
GLENLOGAN, British str., 1,809, McGregor, 21st May—Fookow 19th May. General—McGregor, Brown & Gow.	
GREGORY APCAR, British str., 2,961, S. H. Bolton, 27th May—Yokohama, Kobe and Moji 22nd May. Coal and General—David Samsen & Co.	
HAITAN, British str., 1,183, J. S. Roach, 2nd June—Swatow 1st June. General—Douglas, Laiprak & Co.	
HALVARD, Norwegian str., 1,066, R. Ronneberg, 22nd May—Moji 16th May. Coal—Aagaard, Thomsen & Co.	
HOLSTEIN, German str., 1,103, P. Heug, 25th May—Manila 20th May, Sugar—Jensen & Co.	
KAIFUKU MARU, Japanese str., 1,903, Suda, 2nd June—Moji 27th May. Coal—Mitsui Bishi Goshi Kaisha.	
KIANG PING, Chinese str., 1,222, H. Uddien, 30th May—Chinkiang 25th May. General—Tung Kee & Co.	
KWANGLEE, Chinese str., 1,469, Froberg, 2nd June—Shanghai 30th May. General—Chinese.	
KWONGKANG, British str., 1,428, W. P. Baker, 2nd June—Shanghai 31st May & Swatow 2nd June. General—Jardine, Matheson & Co.	
LANDART SCHRIF, German str., 2,600, A. Straue, 30th May—Chinkiang 26th May. Rice—Siemssen & Co.	
LINAN, British str., 1,352, Williams, 2nd June—Shanghai 3rd May. General—Butterfield & Swire.	
LYSHOLT, German str., 1,235, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamberg & Merika Linie.	
MIEPPO, Chinese str., 1,339, J. McArthur, 24th May—Shanghai 21st May. General—C. M. S. N. Co.	
MERAPI, Dutch str., 1,597, E. Eldall, 31st May—Java via Singapore 24th May, Sugar—Chinese.	
MONSIEUR, American str., 8,750, Henry E. Meaton, 1st June—San Francisco 5th May, Mails and General—P. M. S. S. Co.	
MONTROSE, British str., 2,886, R. Oleg, 22nd May—Moji 16th May. Coal—Dowling & Co.	
NANSHAN, American str., 1,517, Carter, 29th May—Cavite 26th May. Coal—Amiralty.	
PETCHABURI, German str., 1,373, C. Gbewisch, 1st June—Bangkok 24th May, Rice—Butterfield & Swire.	
QUINTA, German str., 987, T. Frahm, 23rd May—Wuhu 16th May, Rice—Siemssen & Co.	
RAIABURI, German str., 1,189, H. Bremer, 16th May—Bangkok 13th May, Rice—Butterfield & Swire.	
RAJAH, German str., 2,500, H. E. Reher, 29th May—Bangkok 2nd May, Rice—Chinese.	
SCANDIA, German str., 8,089, V. Duiven, 29th April—Singapore 21st April. General—Hamberg & Merika Linie.	
SHANTUNG, British str., 1,835, Robinson, 24th April—Hongkong Coal—Butterfield & Swire.	
SPIE, Norwegian str., 870, W. Horn, 2nd June—Wuhu 30th May. Rice—Thomsen & Co.	
SWINDON, German str., 1,112, E. Anders, 15th May—Wuhu 11th May. General—Hamberg & Merika Linie.	
SUMATRA, German str., 520, C. Waneo, 22nd May—New Guinea 30th April. General—Mellers & Co.	
SEVERNO, British str., 4,011, Shotton, 18th May—Manila 15th May, Hemp and Flour—Doddell & Co.	
TRAN, British str., 1,345, A. W. Outerbridge, 22nd May—Manila 25th May. General—Butterfield & Swire.	
TOSA MARU, Japanese str., 3,6 C. T. Harrison, 30th May—Yokohama and Shanghai 27th May. General and coal—Nippon Yusen Kaisha.	
YATSHING, British str., 1,424, M. Courtney, 29th May—Chingwantao and Shanghai 26th May. Coal—Jardine, Matheson & Co.	
YUENSIAN, British str., 1,128, P. H. Rolfe, 31st May—Manila 28th May. General—Jardine, Matheson & Co.	
ZAFIN, British str., 1,625, Rodger, 31st May—Manila 29th May. General—Shewan, Tomes & Co.	

SAILING VESSELS.

LAUREL, 4-knot barque, 2,962, L. E. Smith, 1st May—Kobe 23rd April. General—Sandakan Oil Co.	
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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA ..... About 10th June	Freight and Passage.
LONDON via USUAL PORTS	DELHI ..... Noon, 12th June	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA ..... About 16th June	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA ..... About 17th June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 3rd June, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"CHIHLY"	On 4th June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
BOHIOH and HAIPHONG	"SINGAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 8th June, 3 P.M.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 8th June, 4 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
MANILA	"TAMING"	On 15th June, 3 P.M.
MANILA	ZAMBOANGA	
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE SHANGHAI LINE  
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.  
FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.  
TELEPHONE 36.

For Freight or Passage apply to—  
HONGKONG, 4th June, 1909.BUTTERFIELD & SWIRE,  
AGENTS.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW & SWATOW	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 6th June, at 10 A.M.
ANPING via SWATOW, & AMOI	"SOSHU MARU" Capt. K. SUGI	WED'DAY, 9th June, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample. Unrivaled Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. ROACH	SWATOW, AMOI & FOOCHOW.	FRIDAY, 4th June, at 1 P.M.
"HAIMUN," Capt. Evans	SWATOW	SUNDAY, 6th June, at 10 A.M.
"HAIYANG," Capt. A. E. HODGINS	SWATOW, AMOI & FOOCHOW.	TUESDAY, 8th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 3rd June, 1909.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYSANG"	Friday, 4th June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
SHANGHAI	"KWOONGSANG"	Sunday, 6th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
SHANGHAI	"TAOSHING"	Tuesday, 8th June, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIHSHING"	Wednesday, 9th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe, These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 3rd June, 1909.

GENERAL MANAGERS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon and cabins. Electric Light, Perfect  
Culinary SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. BRASILLIA	S.S. SUEVIA
S.S. SEGOWIA	S.S. HAMBURG
S.S. C. FELD. LAEISZ	S.S. SENEGAMBIA
S.S. SLAVONIA	S.S. SCANDIA
S.S. ANDALUSIA	S.S. SILVIA
	S.S. BITHONIA
	S.S. ISTRIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 26th May, 1909.

Hongkong Office.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC Co., LD.

GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SLAM"	Middle of June.

For Further Particulars apply to

MELOHERS &amp; CO.,

Hongkong, 24th May, 1909.

AGENTS.

## NIPPON YUSEN KAISHA.

### EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd June, 1909.

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## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID.	WAKASA MARU Capt. N. Nielsen, SADJ MARU Capt. Geo. Anderson, TOSA MARU Capt. T. Harrison.	6500 6500 6000	WED'DAY, 9th June, at Daylight WED'DAY, 23rd June, at Daylight TUESDAY, 8th June, at 4 P.M.
SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"SHINANO MARU" Capt. K. Kawara, NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. N. Mathieson, and KUMANO MARU Capt. N. Mathieson.	6500 6000 6000 6000	TUESDAY, 22nd June, at 4 P.M. FRIDAY, 11th June, at Noon FRIDAY, 9th July, at Noon WED'DAY, 9th June, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SANUKI MARU Capt. K. Homma, YEBOSHI MARU Capt. B. Kon, MISHIMA MARU Capt. A. E. Moses.	6500 4500 9000	FRIDAY, 11th June, at 5 P.M. THURSDAY, 17th June, at Noon FRIDAY, 18th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. A. E. Moses, S. H. A. I. MOJI and YEBOSHI MARU Capt. K. Soyeda.	4500	SUNDAY, 20th June.

\* Omitting Shanghai.

\* Fitted with New System of Wireless Telegraphy.  
\* Through Passengers Tickets issued to the Principal Cities in the United States, Canada  
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic  
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,  
1st and 2nd Class through Passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 4th June, 1909.

T. KUSUMOTO,

MANAGER.

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## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.York Buildings, 1st Floor,  
Hongkong, 28th May, 1909.

Telephone No. 375.

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## OSAKA SHOSEN KAISHA.

### INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route,  
from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading  
to all Overland Common Points in the United States of America and Canada, also to  
the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,  
(Intermediate Ports of Call:Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.  
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and  
VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers  
Tons (gross reg.) Captain Sailing Date

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working,  
and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection. Superior accommodation for stowage passengers  
situated amidships. A limited number of Cabin passengers carried at low rates.  
Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor,  
No. 1, Queen's Buildings, T. ARIMA, Manager.  
Hongkong, 1st June, 1909.

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## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East—  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

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## Cutler, Palmer & Co.'s

### MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA,  
OCHI, MUTABE, HOJO, NAMAZUTA,  
SAYO, SHINNEW and KAMIYAMADA,  
Collieries.SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGYO  
KOMATSU Coals.HEAD OFFICE—MARUNOUCHI,  
TOKYO.BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.Cable addresses for above, "IWASAKI"  
Codes, AI, ABC 5th Ed., Western UnionAGENCIES—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GEARING & Co.  
MANILA: Messrs. MACONDRAY & Co.For Particulars apply to  
H. OISHI,  
Manager.

No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909.

SPECIAL BLEND WHISKY



SPECIAL BLEND WHISKY

SHIPPERS  
Cutler, Palmer & Co., London.

AGENTS

SIEMISSEN &amp; CO.,

HONGKONG.



